NOTES FROM A TRIP IN CANADA. The Laurentian Mountains-Good Fishing,

Etc. The warm September days which we are pretty sure to have and often after a decided warning of chilly November's advance, are but pleasant reminders of delightful and dreamy summer hours. But the nights and mornings of September are just enough charged with frosty ozone to give zest and relish for the midday meal, as it were, which is to follow. There may be no question us to desirability of opening our schools and colleges some time during this month, but many families on this account have to return to the city and are consequently deprived of the most delightful portions of the year in which to enjoy a vacation of rest and recreation. Almost everything at this season seems to have arrived at a state of perfection together. The productions of this part of the universe have attained a ripeness that is complete and both eye and palate are satisfied to the full extent. Nature's effort in the vegetable line is crowned with a golden glory which the pumpkin vouches for as it peeps from between the rows of waving corn. Paeches, apples, plums and pears and other luscious fruit, all attest the harvest's arrival. The foliage is at its best, just crisp enough to have a little rustle as the delightful breezes wave it to and fro, and even the water of seaside resorts, having lapped the rocks and sands of our sunbaked beaches for so long, is at its highest temperature and most inviting for a plunge. September is the month throwing aside care and devoting one's self to the appreciation of nature's gifts, of life and the good things in it.

Perhaps it may not prove uninteresting to some to read of a trip to a portion of Canada, familiar to some of New Haven's lovers of outdoor life and sports, but not generally so I think. As one rides over the Canadian Pacific railroad between Montreal and Canada, a section of road which for miles is as straight as a bowling alley, he is pretty sure to be impressed with the idea that the country of Canada is but a repetition of some of our western prairie lands and farms. Not a hill or elevation breaks a long stretch of flat country, the only variation being in the river St. Lawrence, which flows calmly through it. The sights and scenes in both still and active life are novel and interesting and strangely different from what one sees in the states so short a distance away. One night's ride from New York city and you can mingle with a crowd of people of there being such a thing as the English language. Very few, comparatively, understand it and a still smaller number are able to speak it. Public motices and signs at the railroad stain some instances duplicated in English. It is rarely that an interrogation in the latter language will receive an intelligent answer unless it be directed at some railroad attache or fellow traveler. Most of the towns are small and look like farming villages, as a rule, and the dwellings consist of small frame buildings scattered widely apart. Without exception, though, as you enter, no matter how small the towr. there stands forth one or more large gray buildings having an air of importance quite in contrast with the smaller looking structures. These buildings are apparently built of a gray stone and have an impressive air about them, and are so superior in size and construction that they at once impress to which the whole section bows with common consent. These buildings are is heartly joined in by all excepting the churches and convents and the Roman aforesaid precocious driver. cross surmounts them all. It is a com-

with the crowds at the stations. the excellent order in which the farms other. Just find the center according seem to be kept. Neat looking and to your best judgment and step in as strongly built fences divide them off though you were about to tread on eggs, in sort of a checker-board fashion, all then let yourself down gradually until running about the same size. They you find the bottom and feel as though have an air of thrift and industry, and one might point them out as indicating peace and plenty, but we you can't move anyway so that there is doubt if this could be exactly borne out by the facts. The impression that this day or so and wonder what made you so is nothing but a flat country is soon dispelled when one leaves the main line and goes but a few miles north or charge. northwest. Then a country wonderful for its many variations, mountains, valleys, streams and lakes commences and as you follow the snake-like course of runs back for many miles unto a region as yet almost unexplored. Go but thirty to fifty miles in the direction spoken of and you will find a reproduction of the Adirondacks, the mountains mot as high but more thickly clustered together. The Laurentian mountain region, which is the one in question, is one of peculiar interest not only to the passing traveler, but to eclentists who seek in them evidences of untold i ages. Occasionally one gets a glimpse of their rough and rugged nature, but as a rule they are completely covered with a thick growth of timber of various kinds. The tall pines of the

mon thing to see men clad in priestly

**ROUGH** RATS

Bed Bugs, Flies,

Cockroaches,

FEAURELLE OIL BALM.

WELLS' HAIR BALSAM.

Maine forests are not frequent here, and the pulp maker has gone far into the country, clearing it of spruce where it has been practicable to get it out. Lying in between these clustering hills are beautiful lakes, in many instances being without inlet or outlet, and evidently receiving a supply from inexhaustless springs from unknown sources

To say that this country is a fisherman's paradise would not be drawing n the imagination too much, for in these waters are found the "spotted beauties" in countless numbers, and when they are in the mood of dining they are not at all particular as to quality or quantity. An artificial fly seems to have a magnetic influence over them, for the moment it lights upon the water there is a concerted rush and as much of a struggle among the trout to see which shall capture the gaudy fraud, as there is between representa tives of street pavement companies for the capture of the city of New Haven which is about to improve its thoroughfares. (In the name of good pavement let us hope that some one of them will capture it.) It soon becomes a question as to what shall be done with the catch, the strife keeping on, and it finally resolves itself in this way: You make your cast, but in the recovery try and see how expert you can'b in getting your flies off from the water without having them hook into a fish. It is not infrequent that a fish comes in sideways or tail foremost, his overexertion having resulted disastrously o him. Of course, as is always the case, the largest one is just missed The trout, though great in numbers are not large as a rule, though you would not think of saving one much

less than half a pound in weight

There is a great number of lakes her

within a radius of a very few miles

generally very easily gone over, in

pleasant weather, consequently if the

fish are not ready in one it is easy to

the "carries" between them being

try another. Your correspondent going into camp which in a straight line could not have een more than thirty miles from the starting point, crossed over eleven or twelve different lakes and as many 'carries" or creeks. 'Taking the branch road which starts from the little town called Three Rivers, you are landed at what you might call the gates of that paradise before alluded to. ing down a thirty foot embankment to the river below, which is choked here and there with logs left over by the loggers from last season's flow and which will eventually doubtless find their way into some New Haven family in the shape of the "Journal and Cour ier" as it is of such material that newswhom one would thing were ignorant papers are made nowadays, you enter "double ender," an apology for a boat. You are gratified when you safely reach the other shore, the conversation not having been particularly entertaining. and having been carried on by the two tions and crossings are in French and boatmen in a language which it is not necessary to inform you was not th best of French. But out you scramble and like Leander, clamber up the bank, but not like him to meet the slim daughter of a fisherman, but rather the young son of a French Canadian, who immediately assumes the air of the biggest man of the place, though actually not over seven or eight years of age. s in charge of a buckboard with a foam. ing, or rather a boney steed attached at which he continually yells but with no apparent effect. No one would have dared, excepting this peculiar specimen of precoclous backwoodsman, to have driven such a steed with such a vehicle over such a wretched road. But her place in all respects. Mrs. Quintard encouraged with stout stick as well as wicked shouts of wicked French, the home being on Long Island. Mrs. Quinyou with the notion that from them bunch of animated horse bones finally tard's many friends will be pleased arrives at the end of the road and hear of the honor that has been do heaves a sigh, doubtless of relief, which

Did you ever enter a birch bark canoe? If not let me simply suggest that robes or monkish costumes mingling you do not jump in or step on one side of it, or you may go through it or under A notable feature of this country is one side and after your bath out at the you were entering a tub race. Then you will be all right and after a few hours no danger. You will get used to it in a awkward in the beginning. Well, off you go, your guide now having you in The sensation derived from your gliding canoe after that terrible buckboard ride is simply immense, and the creek you are entranced with the beautiful panorama of mountain and woodland scenery passing on either side. At last the creek broadens and you emerge into a beautiful crystal lake with mountains encircling it so completely that in a few minutes you are puzzled as to where you came in Their abundant growth of timber and foliage is reflected in the mirror like waters doubling them in size and it seems as though you were floating in mid air, the regular drip from the paddle indicating the surface of the lake only. As you silently glide along the hills seem to be drawing closer to you and finally stop at your very feet as you reach the opposite shore. Now more precaution is necessary, as it is one trick o get safely into a canoe and another safely out of it. But you accomplish this feat without mishap and are ready for the tramp. A narrow opening into the woods marked by a "blaze" (a spot where a tree has been slashed by an axe) is the way and your guide backing his pack and dexterously shouldering the canoe, starts off at a lively gait. The portages or "carries" in this section are generally easy and short, but

occasionally they go over a mountain or are several miles in length. One needs a good pair of high leather shoes or boots, which, when well greased, will keep the water sufficiently out, a sail- Stock. or's rubber bag or sack to carry your clothing and such other articles as you may want. This bag will make a good "pack" for your guide's back, and notwithstanding that in addition he carries the canoe on his shoulders, he will continue at a galt that will soon pump the wind out of you unless you are it excellent training. This being the land of caribou and moose a "Winchester' is generally found in every man's kit, but small arms are also handy at som times, the writer found, for added to the pack when coming out was a handome ofter which succumbed to the

messenger from a small revolver.

WALLINGFORD.

There was enough coffee at the Masonic home that was not used and had to be poured away to supply many hundred thirsty people, but as there were very few on the grounds that were thirsty the liquid had to be wasted. Everybody that wished for coffee had

F. C. Allen and A. I. Martin have sold to C. F. Wooding and F. W. Miner a tract of land 47x106 feet on the railroad south of H. L. Judd & Co.'s fac-Miss Bessle Hull will assist Prof. F

B. Hill at the piano recital in Meriden this evening. One of W. A. Booths' carriages was smashed up on North Farms yester-

day by a capsize. One of Strauss Brothers' heavy teams was backed up on the bank of the Washington street gully back of Mrs. Veitte's yesterday, when the horses lost their foothold and with the cart went down the bank to the bottom of the gully. The horses were got out without without serious injury, but at last eccounts the cart was at the bottom the gully.

The Rambler Cycle club members will have their annual century run on Sunday, and will go to South Norwalk, starting from here at 4:30 a. m

E. S. Parmelee had his watch stoler while boarding the 8:16 train in Meriden on Wednesday evening. He was oming home from Syracuse, N. Y. Charles Hill has sold to J. W. Blakes e a lot 60x150 feet on Church street. There are 1,472 names in the first oting district list with 16 to be made. In the Yalesville district there are 228

with three to be made. The new directory just out gives 3,369 A. B. Pixley and family are expected

home from the White mountains this M. E. Cook is quite ill and will have

o go through a course of fever. TO GO TO ST. LUKE'S HOSPITAL.

Mrs. L. W. Quintard, Superintendent of Nurses at New Haven Hospital. A loss to the New Haven hospital is impending, as Mrs. L. W. Quintard, su perintendent of the nurses of the Con necticut Training School for Nurses and of all the nurses in the hospital is to leave shortly for a new and large field of labor, having received and accepted an invitation to become direct ress of nurses at the new St. Luke's hospital, New York city. Mrs. Quin tard has made a splendid record at the New Haven hospital for efficiency and executive ability, and the management part with her with great regret, atthough rejoiced at her promotion and increase of salary. Mrs. Quintard is a graduate of the Connecticut Training School for Nurses at the New Haven hospital. She graduated five and one half years ago, and since held the very responsible place at the hospital spoker of above. St. Luke's, to which she goes was founded in 1857 by the noted Rev Dr. Muhlenberg. Its present location on Fifty-fourth street. The splendid new hospital buildings of St. Luke's are on One Hundred and Thirteentl street, and will accommodate 300 patients, and are capable of being enlarged to accommodate 600. Mrs. Quintard's successor has not yet been namselected. The management feels that it will be difficult to find one to fully fil

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her in selecting her for the responsible New York position named,

DEATH OF JAMES ROBBIE.

Mr. James Robble, a resident of this elty four or five years past, died at his nome, No. 1136 State street at 1:36 o'clock yesterday afternoon, of conumption, after an illness of about eignteen months. He was a foreman of stone cutters, and superintended the stone work at the erection of the Barnum school home in Bridgeport, the White dormitory at Yale university, at Warner hall, and at the Augustus H. Kimberly residence on Whitney avenue

He was a pative of Scotland and cam to this country in 1870, first a resident in Chicago. From Chicago he went to Boston, remaining in Boston until 1879 He was afterwards in Springfield, and from there he came to this city in 1891. He learned his trade in Edinburg, Scotland. He was a member of the I. O. O. F. fraternity and of Philip Sheriden council Royal Arcanum. He leaves a wife and seven children, all of this city

He attended the Hope Baptist church, of which his wife is a member. funeral will occur on Sunday at the res

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Travellers' Guide.

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ST. LOUIS, Oct. 16 PARIS, Nov. 20
NEW YORK, Oct. 23 ST. LOUIS, Nov. 20
NEW YORK, Oct. 23 ST. LOUIS, Nov. 25
PARIS, Oct. 30 NEW YORK, Dec. 4
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NEW YORK TO ANTWERP.
SAILING EVERY WEDNISDAY AT NOON,
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KENSINGTON, Oct. 9 NOORDLAND, Nov. 6
FRIESLAND, Oct. 16 KENSING TON NOVES
SOUTHWARK, Oct 23 PRIESLAND, Nov. 30
International Navigation Company,
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Bishop, 32 Canapet str. M. Zunder & Soos, 251
State street, M. B. Newton, 36 Orange street,
New Haven, Jy 19 FMW 11

Travellers' Guide.

#### New York, New Haven and Hartford R. R.

June 16, 1805. Trains Leave New Haven as Follows: FOR NEW YORK-\*4:25, \*4:35, x6:00, :30, \*8:10, 8:30, \*9:35, x10:30 a.m., \*12:00, 12:05, \*1:30 (parlor car limited), \*1:35, 1:45, \*2:30, 3:00, \*3:30, \*4:15, \*5:10, \*5:20, \*5:30, 6:30, \*7:30, \*8:10, (8:15, \*5:10, \*5:20, \*5:30, 6:30, \*7:10, \*8:10, (8:15, \*5:10, \*5:20, \*5:30, 6:30, \*7:10, \*8:10, (8:15, \*5:10, \*5:20, \*5:30, 6:30, \*7:10, \*8:10, (8:15, \*5:10, \*5:20, \*5:30, 6:30, \*7:10, \*8:10, (8:15, \*5:10, \*5:20, \*5:30, 6:30, \*7:10, \*8:10, (8:15, \*5:10, \*5:20, \*5:30, \*6:30, \*7:10, \*8: Bridgeport accom.), \*9:10, 9:15 p.m. Sun-days—\*4:25, \*4:35, 8:00 a.m., x5:00, x6:15, days-\*4:25, \*4:35, 8:00 a.m. \*7:10, \*8:10, 8:15, \*9:10 p.m.

FOR WASHINGTON, via Harlem River- \*1:10, \*11:50 p.m. (dally). FOR BOSTON, via Springfield-\*\*1:10, x10:10, \*11:05 a.m., \*1:05, \*5:52 p.m. Sun-

days-\*1:10 (night), \*5:53 p.m. FOR BOSTON, via New London and Providence—\*2.03, \*2:25, \*11:35 (parlor car limited) a.m., \*12:05, \*2:50, \*3:00, \*4:15, \*4:55, \*6:55 p. m. Sundays—\*2:03, \*2:25 a. m., \*4:55, \*6:55 p. m.

FOR BOSTON, via Air Line and N.Y. & N. E. RR.-\*4:57 p.m. Sundays-\*4:57

FOR MERIDEN, HARTFORD SPRINGFIELD, Etc.-\*1:10 (night), 6:40, 8:00, x10:10, \*10:50 (for White Mountains, first stop Hartford,) \*11:05 a. m., 12:06, \*1:05, 3:15, 5:00, \*5:52, 6:15 to Hartford), 8:05, 10:05 p. m. Sundays—\*1:10 (night), \*5:52, 8:25 (accom.) p. m. NEW LONDON DIVISION.

For New London, etc.—\*2:03 (night), \*2:25 (night), 7:50, 9:30, 11:05, \*11:35 (par, lor car limited) a.m., \*12:05, \*2:50, \*3:00, 3:05, \*4:15, \*4:55, 5:15, 6:15, \*6:55, 9:05 p.m. (Guilford accom.) Sundays—\*2:03(night) \*2:25 (night), 7:50 a.m., \*4:55, \*6:55 p.m. AIR LINE DIVISION

AIR LINE DIVISION. For Middletown, Willimantic, etc.— 8:03 a. m., 1:20, \*4:57, 6:05 p. m. Sundays —\*4:57 p. m. Connecting at Middletown with Valley Division and at Williman-tic with N. Y. & N. E. and N. L. N. RR; at Turnerville with Colchester branch. NORTHAMPTON DIVISION.

For Shelburne Falls, Turner's Falls, Williamsburg, Holyoke and New Hartford and intermediate stations—7:45, 11:04 a. m. and 4:00 p. m.

For Northampton and points this side-5:55 p.m. BERKSHIRE DIVISION. For Derby Junction—4:20 p. m. For Derby Junction, Birmingham, Ansonia, etc.—7:00, 9:40 a. m., 12:00, 2:27, 4:20, 5:35,

7:50, 11:20 p.m. Sundays-8:10 a.m., 8:30 p. m. 8:30 p. m.

For Waterbury—7:00,9:40 a.m., 12:00,2:27,
5:35, 7:50 p. m. Sundays—8:10 a. m., 6:15
p. m. (via Naugatuck Junction.)

For Winsted—7:00, 9:40 a. m., 2:27,
5:35 p. m. Sundays—8:10 a. m.

For Shelton, Botsford, Newtown, Danbury, Pittsfield, State Line—9:40 a. m.,
4:20 p. m.

4:20 p. m. For Albany, Buffalo, Detroit, Cincin-nati, St. Louis, Chicago, and the West, via State Line—9:40 a. m., 4:20 p. m. For Litchfield and points on S., L. & N. RR .- (via Hawleyville) 9:40 a. m., 4:20 p. m.

\*Express Trains, xLocal Express. C. T. HEMPSTEAD, General Passenger Agent.

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Mondays, Wednesdays and Fridays. The Egerton, Sundays, Tuesdays and Thursdays.
Fare, 750; excursion tickets, \$1.35. Staterooms, \$1.00.

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For further information, apply to HENDERSON BROTHERS, 7 Howling Green, New York; or M. B. Newton, 86 Orangest, or Wm. Fitzpatrick, 667 Grand ave., or Fock & Bishon, 763 Chapel street, New Haven,

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that cannot fail to Please. Special Attractions in the way of Summer Goods, Mattings, Chairs, Rugs, etc., etc.

By far the largest number of People in New Haven and neighboring towns have found out that

# ROOT'S BREAD

Is Incomparably the Best.

For Quality of Materials, for Palatableness, for Nutritious Properties, it excels all others, and the people know it and buy it. The several kinds made by him are TOO WELL KNOWN to specify, but the thousands of consumers in this city and surrounding places can't get along without Root's Bread.

# Bakery at 859 Grand Avenue.

Ask you Grocer for it and take no other. Label on every loaf.